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TRANSPORTATION BRANCH

Services Division

Office of Research and Reports

GENERAL REVIEW OF ACTIVITIES

(May 1951-June 1952)

- I. Intelligence Production
- II. External Research
- III. Future Plans
- IV. Personnel

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GENERAL REVIEW OF ACTIVITIES

It is considered appropriate at this time to review as a matter of record the work of the Transportation Branch during the past 12 months (May 1951-June 1952); this report will, therefore, describe the activities conducted, assess the progress made, indicate future plans and, on the basis of experience gained, submit certain recommendations.

I. INTELLIGENCE PRODUCTION

A year ago the Branch was still "suffering from the effects of shock" due to a major Office reorganization. The Branch contribution to Task Force I (to define substantive areas of ignorance relative to the Soviet-Satellite Bloc), had just been completed when the Branch Chief resigned

The first major research project involving all analysts to be undertaken following this development was the Branch contribution to NIE-33 (Task Force III). This was completed in June and consisted of 35 individual papers covering the direct contribution made by each form of transport in seven Satellite countries to the economic potential of the USSR for war. Four comprehensive studies on transportation in the USSR, prepared under a previous program (Task Force I), were revised, brought up to date and published as Provisional Reports. During this period a list of 10 projects was projected to channel all basic research into the Soviet-Satellite Bloc. Eight of these projects were approved by AD/RR in July; the remaining two being authorized at a later date. This basic research program has continued as a major Branch activity despite urgent and continuing calls upon the analysts for other services. Four of the ten projects have been completed, one will be finished in June, two in July and three in September.

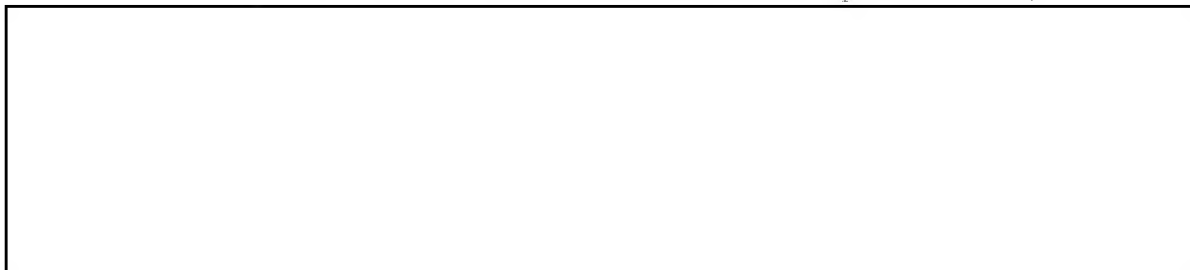
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As indicated in TAB A, in addition to the basic research projects completed, written contributions have been made in support of National Intelligence Estimates (NIE) and to numerous Internal Productions (IP). Written papers were also produced in connection with Office-wide Projects ORR 105-51 and 110-51. Assistance both written and oral to other CIA components has increased steadily during the past year as a direct result of the initiation of projects requiring transportation intelligence support.

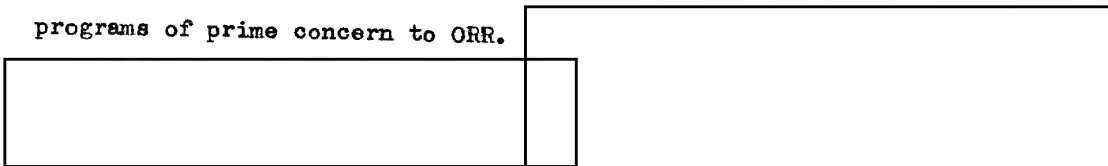
The continuous production of collection requirements has been an important part of each analyst's workload though this does not show up in a casual survey of Branch accomplishments. Collection requirements are of two kinds; those initiated by the analysts who seek data pertinent to basic research underway, and those which are imposed upon the Branch

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In August 1951 the Branch was assigned the additional responsibility of providing a Secretariat for the EIC Sub-Committee on Transportation (TSC). It has been found that the degree of initiative displayed by the Secretary has a direct bearing on the activities of the Sub-Committee. Of the ten subjects dealt with by the TSC to date five were proposed by the CIA member (see TAB B). Three of these have been passed on to the EIC with recommendations for action. The medium of the TSC has been used by Transportation Branch to initiate and obtain endorsement for programs of prime concern to ORR.

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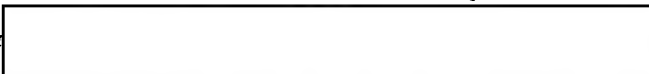
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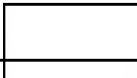
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by Transportation Branch for a definitive study of the movement of basic commodities over the transport systems of the USSR. Such a project would contribute materially to the specialized transportation requirements of various Government agencies. TSC recommended that since this matter "is one of common concern to all member agencies, CIA should assume the responsibility for its prosecution." Transportation Branch has already taken steps to do so.

25X1 The most important matter which has been placed before the TSC was introduced by the CIA member. This involved a government wide survey and the production of a report on the adequacy of the collection of intelligence on  Soviet Bloc. The TSC wrestled with the problem, not only defining areas of weakness in the collection effort, but also of recommending remedial measures. (The CIA member acted as Chairman of the Working Group which wrote the report.) This has now been completed and submitted to the EIC.

The TSC has also given wholehearted support to a proposal made by the CIA member, on behalf of Transportation Branch, for a survey of existing estimates of the capacity of the Trans-Siberian Railroad. 

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project be undertaken by a group of qualified transportation specialists who would be required to develop a methodology and techniques for estimating railroad capacities, and to then apply them to an estimate of the capacity of the Trans-Siberian. The Government survey and capacity estimate and that of the external group would then be compared and a reconciliation of variances would be attempted. (The selection of research specialists is now under active investigation.)

* * *

As the year has progressed the tempo of activity has increased with a noticeable rise in the competence of production by the various analysts. Reference files which a year ago were largely unorganized have been screened, sorted, consolidated and augmented. Backlogs of incoming documents have been dissipated. CIA facilities such as the Industrial Register and FDD are utilized regularly. Advantage has been taken of the opportunity afforded by representation on the EIC Sub-Committee on Transportation to obtain interagency approval for proposed activities in the field of Transportation Intelligence. Working level relationships between Transportation Branch and other agencies have greatly improved as a result of the interchange of views at TSC meetings.

Although very great progress has been made by the Branch, particularly during the past six months, it is felt that its full potential has not been realized (see Section III Future Plans). Branch files exist in considerable depth and should be exploited, for example, [REDACTED]

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[REDACTED] This would produce intelligence of prime importance to the US Coast Guard in connection with port security and would provide a regular service not now available. [REDACTED] would also contribute

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to the definition of ocean trade patterns, point to violation of existing international regulations and contribute data of value to the Department of State in formulating policies relating to East-West trade.

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[redacted]

of material exists bearing on the movement of commodities. Files in D/M and D/I have not been adequately screened for information of this nature and these Divisions have indicated a desire for such work to be done by Transportation Branch. While the Industrial Register has also been exploited to a limited extent the shortage of Branch personnel has up to this time prevented any substantial progress on this all important subject.

II. EXTERNAL RESEARCH

Two external research undertakings which will directly benefit the Transportation Branch have been arranged.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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An external research program to be conducted by a group of transportation specialists, is now under consideration to develop methodologies and techniques applicable to the estimation of railroad capacities. This group would also undertake an independent estimate of the capacity of the Trans-Siberian Railroad (see p. 3). [REDACTED]

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III. FUTURE PLANS

1) It is planned to activate a small unit within Transportation Branch to undertake a detailed and continuing study of Commodity Movements in the USSR. Although several agencies are studying one or another aspect of this subject, no definitive work has been produced. A study of this nature will therefore be of great value not only to other CIA components (D/M D/I) but throughout the intelligence community. It will, furthermore, be a major contributing factor to the long range basic research undertaking ORR 25-51 "Railroad Traffic in the USSR."

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maps will summarize the significant aspects thus developed in terms of primary routes of strategic importance and consequent vulnerability and will also describe methodology used in the compilation of traffic statistics. The maps will be the first of the kind to be produced on commodity movements in the USSR since the Soviet Union discontinued publication of such information in 1927.

2) It is believed that no single undertaking in the field of transportation could have more value at this time to the intelligence community than a study of Methodologies and Techniques to be Applied in Estimating Railroad Capacities. Such a study has been endorsed by the EIC Sub-Committee on Transportation because it has been found, not only that divergencies exist in current estimates of specific railroad lines, but that little information is available concerning the several methods used in reaching these estimates. Indications are that many factors influencing railroad capacity have been omitted in computing estimates in current circulation. Transportation Branch is preparing a project proposal for a study on the subject by qualified non-government transportation specialists with experience in actual railroad operations working under the guidance of an interagency government committee. In this connection a panel of top railroad men is in process of selection who might be retained by CIA on a consultant basis. Transportation Branch would provide the terms of reference, furnish pertinent data and otherwise render all assistance possible in this joint undertaking. Following the development of an acceptable methodology it is planned to apply the formula to an estimate of the capacity of the Trans-Siberian Railroad.

3) In response to the continuing and frequently urgent demands of the US Coast Guard for intelligence data on foreign shipping, and in view of the CIA commitment to cooperate actively in this respect, it

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may be necessary to set aside manhours and equipment for the purpose of making such information readily available. The Coast Guard is entitled to the best collateral material it is possible to assemble.

The very highest level in the Government has endorsed the Coast Guard Program for Port Security. But, despite a strong recommendation by S/TR in September 1951 that a machine records system be established in this connection for the rapid collation of shipping data, no steps have been taken by ORR to provide the facilities for this service on a continuing basis. When the question of the security of US ports was first raised by the Coast Guard (thru Treasury to State and over to CIA) Transportation Branch made a survey of the type of records maintained

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material is of a current nature only

and is not assembled in depth.

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IV. PERSONNEL

1. Personnel Procurement

A major problem has continued during the past year in regard to personnel procurement. With an authorized Table of Organization consisting

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The CIA Personnel

Procurement Office has been of little help in locating qualified job applicants despite the submission of standing requirements with detailed

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job descriptions prepared by S/TR for the various grades to be filled. Competition between Agencies and CIA offices for transportation analysts continues as an inducement to change jobs. In this respect ORR is at a distinct disadvantage because [REDACTED]

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[REDACTED]

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have left CIA, and the Branch is now faced with the impending loss of two more professionals who will take with them the accumulated experience of several years of work in CIA. Only one replacement has been obtained although two others are on requisition.

[REDACTED]

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2. Allocation of Time

Six months ago it was decided to set up a daily work sheet for each analyst. These sheets have been summarized and consolidated each month and included in the Branch Monthly Report to D/S. Reference to these time allocation summaries discloses that despite an effort to devote the prescribed 60% of each analyst's time to assigned basic research projects we have fallen far short of this goal. While 21% of the total manhours expended by analysts have been devoted to Branch assigned basic

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research projects; approximately 27% have been spent in providing intelligence support in the form of written and oral contributions to projects underway in other ORR Branches and CIA Offices. On the other hand it must be appreciated that these contributions frequently involve research which will be of value to the long range basic research program. A total, therefore, of about 48% of hours worked have gone into research and production in one form or another. For details of time allocation see TAB D.

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TAB A

INTELLIGENCE PRODUCTION

1) Basic Research Completed

Transportation in Albania	Task Force III
Transportation in Bulgaria	
Transportation in Czechoslovakia	
Transportation in East Germany	
Transportation in Hungary	
Transportation in Poland	
Transportation in Rumania	
Railroad Gauge Differential and the Transloading Facilities of the USSR-European Frontier	PR-9
Inland Water Transport - USSR	PR-10
Merchant Shipping - USSR	PR-11
Highway Transport - USSR	PR-12
Limitations of Rail Transportation Capabilities between the USSR and Western Europe	ORR 10-51
Volume and Character of Soviet-Flag Ocean Traffic	ORR 11-51
Transportation of Petroleum and Products in the USSR	ORR 15-51
Volume and Character of Caspian Sea Traffic	ORR 17-51

2) Basic Research in Progress

Nature and Volume of Satellite-Flag Ocean Traffic	ORR 12-51
Nature and Volume of Inland Water Traffic in the USSR	ORR 13-51
Nature and Volume of Inland Water Traffic in the European Satellites	
Motor Vehicle Inventory of the USSR	ORR 14-51
Role of Air Transport in the USSR East of the Urals	ORR 16-51
Nature and Volume of Soviet Rail Traffic over Specified Rail Systems	ORR 25-51

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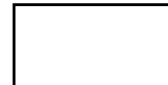
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Ability of Orbit Transportation to meet Wartime Requirements	NIE-25
(See IP-214)	NIE-32
Transportation Aspects of the European Satellite Power Complex. (Hungary, Poland, Czechoslovakia)	NIE-33
Capacity of Eastern European Railroads - Soviet Bloc Petroleum Transportation Capabilities (for D/M) Analysis with critical comment of Statistical Tables on Soviet Bloc Transportation prepared by G-2.	NIE-40
(See IP-266)	NIE-47
Factual data in support of Probable Developments regarding East German Railways Through 1952	NIE-50
Communist Transport Capabilities in Korea Through Mid-1952	NIE-55
(See IP-255)	SE 20
(See IP-265)	SIE 3
Allocation of Energy Resources to Transportation in USSR	ORR 105-51
Estimated Input Requirements for Soviet Bloc Transport Systems	
a) Merchant Shipping: POL, Coal, Manpower	
b) Inland Water: Fuel, Manpower	
c) Railroads: Company Freight, Coal, POL, Electric Power, Manpower, Steel Rails, Locomotives, Rolling Stock	
d) Motor Transport: Steel, Aluminum, Electric Power, POL, Trucks, Tires	
Estimated Effects of Korean Operations on the Chinese Communist Transportation System	IP-214
Railroad Locomotive Inventory of Austria	IP-224 for OPC

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Transportation Aspects of the Effect on the Communists of Certain US Courses of Action IP-255

Transportation Aspects Affecting Communist Intentions and Capabilities in Asia IP-266

Critical review and comments for D/M by S/TR on Movements of Petroleum Products in China IP-272

Manchurian Railroad System IP-279

Data Concerning the Extension of Transportation Routes in China MP-46

Estimated Electrified Railroad Route Mileage in the USSR and Satellites Through 1952 ORR 45-51
 ORR 48-51
 for D/I

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Proposal for A Watch of Merchant Shipping Activities on Soviet Bloc Account including an Expanded Collection and Analysis Program. (This was referred to the EIC Sub-Committee on Transportation.) AD/RR

Contribution concerning ship sales and charters to Soviet Bloc used in memorandum "Information and advice to support UN position at COCOM meeting of shipping experts." A/WAR for
 AD/RR

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Special study of the Suez Canal Company and Operations OAD for
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Ships Chartered to the Soviet Bloc during 1951 (Collaboration with D/Z) AD/RR for
 US Coast
 Guard

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4) Intelligence Support in Progress

Selected Railroad Traffic Capacities in South China

IP-275
for OPC

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Next 11 Page(s) In Document Exempt

TAB D

TAB E

